LETCHER-Lillian Matthews, wife of Charles B. Fletcher, at 1:45 a. m., Tuesday, at the Fletcher homestead, Proctorsville, Vermont.

SOCIETY MEETINGS. MASONIC-Ancient Accepted Scottish Rite-Meeting of Indiana Consistory, S. P. R. S., this (Wednesday) afternoon in asylum of Raper Commandery, No. 1, K. T., at 3 o'clock, and continuing at 7 o'clock, con-

degree, By order. P. G. C. HUNT, Ill. Com.-in-chief. LOST-A French Poodle. From Meridianstreet stables, about two weeks ago. Return to 26 West New York street. \$10 re-

ferring the nineteenth to thirty-second

STRAYED OR STOLEN. STRAYED OR STOLEN-Solid red Irish Setter Dog, female. Answers to the name of Queen. Return to 188 Capitol avenue north and get reward.

WANTED-AGENTS. WANTED-AGENTS-Hambletonian Cigar,

WANTED-Agents for our new nousehold every week. CENTRAL SUPPLY COM-

PANY, Cincinnati, O. WANTED-Canvassers to sell Rev. T. De-

WANTED-FEMALE HELP. WANTED-Energetic lady for traveling work in the South. Give address, age, former occupation. Address G. A., Jour-

WANTED-MISCELLANEOUS. WANTED-An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,800 prize offered to

WANTED-Board and room by young mar-ried couple. Husband traveling salesman; home Sundays. Northern part of city and private family preferred. Address, B. and R., care Journal.

FINANCIAL.

FINANCIAL-Hambletonian Cigar, 10 cents. LOANS-Money on mortgages. SAYLES, 75 East Market street. FINANCIAL Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building.

MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

MONEY TO LOAN-On farms at the low-

FINANCIAL—Wheat is booming and is the chespest speculative commodity in the world to-day; any one who has a dollar to spare should buy it; trade through a responsible house and get reliable information. their investments intelligently; also our daily market bulletin, which suggests when and what to buy. Both free, STANSELL & CO., Bankers and Brokers, 43 Traders' Bullding, Chicago.

FINANCIAL—Notice is hereby given that sealed proposals will be received at the office of the public schools until 12 o'clock noon on Monday, Feb. 17, 1896, for furnishing to the Board of School Comissioners of the city of Indianapolis a temporary loan of \$40,000. Notes therefor to be dated Feb. 24, 1896, and payable June 30, 1896. Bids for the whole amount or for any part thereof will be considered. The right is reserved to reject any or all bids. Envelopes must be marked "Proposal for Loan," and addressed to the committee on finance

FOR SALE-Hambletonian Cigar, 10 cents. FOR SALE-A first-class hotel, well furnished. A great chance for a good hotel man and small investment. Furniture only for sale; cheap. Give immediate possession. Having a flourishing trade. Cause of selling, sickness in family, Address ARLINGTON HOTEL, Monon, Ind. FOR SALE-Drug store, New Castle, Ind., located on the best corner in city. Stock complete in every particular. Fixtures, soda appartus and everything goes with stock. Will invoice about \$5,300. Sell on easy terms or liberal discount to cash buyer. Address, INDIANAPOLIS DRUG

NOTICE-Notice of Stockholders' Meeting

Notice is hereby given that the annual meeting of stockholders of the Union National Savings and Loan Association will occur at its office, No. 65 East Oblo street, Denison House Block, Indianapolis, Ind., on Saturday, March 14, 1896, at 2 o'clock p. m. Union National Savings and Loan Association, by NICHOLAS ENS-

NOTICE-Notice of Stockholders' Meeting NOTICE—Notice of Stockholders' Meeting
—Notice is hereby given that the annual
meeting of stockholders of the Union National Savings and Loan Association No.
will occur at its office, No. 65 East Ohio
street, Denison House Block, Indianapolis,
Ind., on Saturday, March 14, 1896, at 2
o'clock p. m. Union National Savings
and Loan Association No. 2, by NICHOLAS ENSLEY, Secretary. ANNOUNCEMENTS.

ANNOUNCEMENT-How to become lawful physicians. Course by mail. ILL HEALTH UNIVERSITY, Chicago.

MISCELLANEOUS. MISCELLANEOUS-Hambletonian Cigar, 10

LIQUOR LAW VIOLATIONS.

Good Citiens' State League to Take a Hand in Local Affairs.

There was a meeting of the executive committee of the Good Citizens' State League yesterday, at which the violations of the ilquor laws in this city were considered. The league has received information that the laws are being violated and the situation is assuming the old careless condition of the old days. The discussion of this information was formal and no action was taken, but from the expressions it was seen that the league proposes to take a hand in local affairs and call the public's attention to the true state of affairs.

The reports made to the committee indicate the league to be growing in strength and membership. "The public will be surprised one of these days," said a member, "to learn of our strength. We are well organized now throughout the State, and we are prepared to stand forward for good gov-

President Nicholson has been making an active canvass in the interest of the league during the last month. He has perfected organizations in all of the countles of the State. The talk of establishing a league paper has been revived.

Put It Up in a Short Time. Yesterday afternoon Cal Darnell exhibited his new election booth and outfit at the courthouse, giving a practical demonstration of its workings. In three and one-half minutes he set up the entire outfit, placed the booths and desk in position, with the three ballot boxes in place. The outfit consists of three booths for voters, a desk, to the under side of which is attached the three ballot boxes, and a shelf on which the voters stamp their tickets. The entire paraphernalia, when packed, occupies a space 6 feet 5 inches long, by 23 inches in width and 11% inches in depth. Besides containing all the necessary furniture for the voting place, there is room to pack in the supplies, including tickets, tally sheets, blanks of all kinds, ink pads, stamps, etc. The entire outfit is then locked so that no one can open it without a key.

Pardoned to Die.

Robert Murry was pardoned yesterday by Governor Matthews. He was convicted in Fountain county and sentenced to three years' imprisonment for forgery. Since his confinement he has become paralyzed and can live but a short time. His sentence would have expired in four months.

Dr. R. E. Prewett, of Marshall, Starke county, who fell on the street Monday evening and was taken to the City Hospital, is much better and will be able to return some to-day.

THE RATE SITUATION

BUSINESS MAN WHO ARGUES IN FAVOR OF THE NEW AGREEMENT.

Terms of House Bill in Favor of Pooling-The Pennsylvania's Trains on Indianapolis Lines.

Arthur Gillette, general manager of the Acme Milling Company, and who is credited with being one of the city's best business men, said yesterday: "I hope the joint traffic agreement will be the success the presidents who formed it expected. There is no shipping point in the country which will be more benefited by steady reasonable rates than Indianapolis. Some shippers may think differently, but if they will study the question carefully I am satable business. If the Indianapolis lines, fare for the round trip, plus \$2. when convinced that roads at St. Louis Peoria or Chicago were manipulating rates, would meet such rates shippers at Indianapolis would not suffer materially: out this is never the case. The rates at ndianapolis are held up for weeks when it is known that at other points they are cut. For that reason it would benefit Indianapolis shippers more than those at any Western railroad point."

The Pooling Bill. The bill amending the interstate-com- gineers. merce act to admit of pooling is now in the hands of a subcommittee of the House committee on commerce. It is stated that its provisions are satisfactory to the Inter- territory, is in the city. ful if the friends of the bill will do any-LOANS—Sums of \$500 and over.

City property and farms.

C. E. COFFIN & CO., 30 East Market departure of John K. Cowen from Conmore & Ohio is looked upon as unfortunate, as he was one of the ablest supinterested in the new bill are apparently est market rate; privileges for payment satisfied with its provisions. The railway before due. We also buy municipal bonds. THOS. C. DAY & CO.. 72 East Market mant an agreement of the control of the co ment suggested by Commissioner Morrison | thousand cars of its own. and others who believed in careful restrictions upon the railways, because they are convinced that no pooling contract will be of such a character as to justify the commation by sending for our large Red Book, containing all the necessary information to enable any one to handle to go to court to defend such a contract

to go to court to defend such a contract unless the commission is satisfied that it ing in. has a strong case. It is provided that a pooling contract shall become lawful twenty days after filing. The commission is given full power to make an order disapproving a contract which shall be a strong a str proving a contract, which shall become unlawful and nonenforceable upon the date fixed. Such orders are subject to the review of the Circuit Court, whose decision may be appealed to the Supreme Court, but the contract remains nonenforceable during the proceedings and the appeal. The only safeguard for the railways is the provision that the case before the Supreme Court "shall be advanced for hearing therein as appeals in which the United States are a party." Some of these re-strictions were objected to by the railways last winter, but they are now willing The members of the Interstate Commission have not undertaken to enlarge their jurisdiction in the pending bill, except so far as they define and confirm it in mat-

ters of detail which were left in some doubt in the existing law. The only exception to this statement is the provision that the act shall apply to transportation "from a place in any Sate of the United States through an adjacent State or Territory of the United States, or the District of Columbia, to another place in the same State." This is a class of transportation which it is admitted was intended to be included under the existing law, but is not specifically set forth there. One of the most important changes made regarding methods of procedure requires the railways to disclose their entire defense before the commission and confines proceedings in the courts to the record made before the commission. Another change makes the schedules and other papers filed by the railways in their annual reports "receivable in evidence as prima facle what they purport to be for the purpose of all investigations made by the commission and in all judicial proceedings." Copies of such papers, cer-tified by the secretary of the commission under its seal, are also made receivable in evidence with like effect as the original. The provision for penalties is made more careful and explicit, but imprisonment is stricken from the list of penalties and only

Coal Lands Gobbled.

The Chicago Post says: "An extensive deal in Illinois coal lands, embracing nearly 11,000 acres, has been practically completed by a New York and Chicago syndicate representing two of the largest railway companies in the country. The syndicate has already obtained entions on 10 100 acres. lying a rich vein containing not less than 75,000,000 tons of bituminous coal. George Gould and the Wabash road are said to be largely interested in the deal, which threatens the valuable interests of the Chicago & Eastern Illinois road in coal freightage from that district to Chicago. The ostensi-ble promoter of the deal, T. A. Broughton, vice president of the Crescent Coal and Mining Company, and manager of the syndi-cate, has denied that Gould or the Wabash railroad is interested in the big deal, but the denial may be withdrawn later when the last details of the work of securing control of this vast tract of rich coal land are completed. The names of all capitalists connected with the syndicate are being closely guarded just at present, but it is known that the Heal involves the building of a new railroad to tap the fields. From reliable sources the information is gained that this enterprise will be the largest since the anthracite combination, now merged into the Reading syndicate, which is in a state of

Western and Northern Rates. Western roads took radical action in regard to rates on wheat from Chicago to the

Missouri river. Representations have been made to them that there is no wheat in either Kansas or Nebraska. The people there are in dire need of this cereal, but the regular tariff rate of 24 cents from Chicago to the Missouri river is prohibitive, It was therefore decided to put an emereffect immediately on wheat shipments from Chicago to the Missouri river until the present wheat famine in the two States named

is relieved At a meeting of the Western Freight Association held in Chicago yesterday the chairman was authorized to adjust rates from Chicago to Lake Superior points and rates via Mackinaw. It was also decided that the official classification should govern in the rate on alcohol, whisky, etc., from Chicago to St. Paul on shipments originating east of Chicago. Twenty-four thousand pounds was adopted as the minimum carload on flour and grain shipments in Iowa. A rate of 10 cents per 100 pounds was established on shipments of tin plates from St. Louis to the Missouri river. A rate of 121/2 cents was adopted on paving tar from St. Paul and Minneapolis to Chicago. and a rate of 15 cents per 100 pounds was adopted on copper as from Chicago to St.

Paul and Minneapolis. Southwestern Traffic.

A meeting of general passenger agents of the Southwestern lines concerned in Texas traffic was held in St. Louis yesterday at the office of Chairman Kent to carry out the terms of the following resolution, adopted at the meeting of executive officers

"Resolved, That the passenger traffic between Texas junction points and the Misbusiness passing through such crossings, sold in Chicago to-day would specify on its to, from or through Texas junctions, shall face that it must be used on a certain number divided. The initial line at such cross-bered train leaving Chicago at a certain ings and junctions to agree among them- I hour to-day: and, further, that, if the pas- at No. 9.

selves as to the division of such business, reporting per cents, and details to the com-The day was spent discussing plans for formulating a basis on which to make a division of this passenger traffic, in pursuance of the foregoing resolution. A subcommittee was appointed to formulate a plan and report to the full committee on Feb. 25. Homeseekers' excursions from St. Louis, Kansas City, Cairo and Memphis to Texas points were decided on for April 7 and 21 and May 5, one fare for the round trip, with \$2 added. The tickets will be limited to twenty days. Half fare rates were authorized to army and naval officers and dependent members of their families when not traveling on official business.

G. A. R. Tickets Not Extended. General passenger agents of the Western oads, in session at Chicago, decided again yesterday that, for the present at least, they would make no change in the rates and limitations originally agreed to for G. R. tickets to St. Paul next September. On this decision being arrived at the Wisconsin Central immediately gave notice of its intention to take individual action in matter and to extend the limitation of its tickets to fifteen days from date of sale, holders to have the option of having them extended to thirty days on paying the difand it is the last to benefit in any rate war | ference between a one-cent-per-mile rate which may come up. Chicago, Peoria and and a one-fare-for-the-round-trip rate. The St. Louis often get a better rate for weeks other roads then agreed among themselves than does Indianapolis, although Indian- to ignore the independent action of the apolis, in every respect, has the advantage | Chicago Great Western and the Wis-Witt Talmage's great new illustrated as a shipping point over either of the consin Central, and to take no further acbook "The Earth Girdled;" just out; a points named, being on the most direct line tion in the matter for thirty days at least, sure winner; greatest success in ten to the seaboard and having the shortest. The Western roads decided to extend years. Live men and women making 30 lines. A rate of 18½ cents per 100 pounds to 370 a week; exclusive territory; illustrated circulars free. Address J. W. JONES, Publisher, Springfield, O. Chicago, shippers are obliged to pay a pro- lege of running excursions into their terportionate rate, but when shippers at those | ritory on the same dates if they so elect. points get a lower rate than does the In- It was also decided that the Northwestern dianapolis shipper the latter is practically territory should be opened up to these exdriven out of the market. I have always | cursions on the dates named. This virtunoticed that whenever freight rates at ally opens the entire territory governed by points west of here are held to tariff the In- the Western Passenger Association. The dianapolis shippers are able to do a profit- rate agreed to for these excursions is one

> Verdict for an Engineer. In the suit of Johnson against the Iron

Mountain Railroad Company for \$15,000 damages for breach of contract and blacklisting, the jury at Memphis, yesterday, returned a verdict awarding the plaintiff \$1,135 damages. This suit was brought by a discharged engineer. It was based on an agreement between the railroad company and the Brotherhood of Locomotive En-

Personal, Local and General Notes. L. H. Johnson, of Chicago, superintendent of the Wagner Palace Car Company for this

In January there passed through Harrisburg, over the Pennsylvania lines, 128,836 ing, the first lecture of the series was made cars, 72,463 being loaded. Wm. Chidester, of the Chicago division of the Big Four, have been dismissed. The chairs. Fire was in the stove, and on the all of which show the league to be in good cause was not given.

W. W. Kearsley, assistant auditor of the Ohio Southern, and L. W. Morris, chief clerk in the freight department, have tendered their resignations. The Lake Shore, when it gets its order for 2,100 new cars filled, which will be within ninety days, will have in service twenty

President Ripley, of the Santa Fe, says that before he gets through with his retrenchment policy he will work a saving on this mammoth property of \$1,000,000 a Peace once more reigns in the Western

Passenger Association, the last obstacle in the way of adjustment of rates having been removed by the Rio Grande Western com-The new freight tariff prepared by the transcontinental lines goes into effect on

Monday. Rates on a dozen or more staple articles will be advanced 5 cents per 100 According to the report of the railway commission of Kansas only two roads in that State paid dividends in 1895, and thir-

teen out of twenty-four were in the hands of receivers. A. A. Zion, superintendent of the Union tracks and Belt road, has asked the board of managers for permission to purchase two miles of new steel rail weighing eighty

pounds to the yard. John W. Loud, who has been traffic manager of the Detroit, Grand Haven & Mil-waukee since 1889, has been appointed general freight agent of the Grand Trunk, with headquarters at Montreal. C. W. Sells, who has been appointed gen-

eral manager of the Pike's Peak road, succeeds H. S. Cable, a son of R. R. Cable, who has been elected president of one of the branch roads of the Chicago & Rock Western roads have been called upon by

the Interstate-comerce Commission to explain, on Feb. 20, an alleged violation of the act to regulate commerce between States. Discrimination in rates is the basis of the alleged violation. The St. Louis & Iron Mountain is said to

be one of the best earners in the Southwest territory, and would pay dividends to its stockholders were not its surplus money taken to pay interest on the heavy bonded debt of the Missouri Pacific. William Davis, president of the Sar

Antonia & Gulf Shore, has resigned and will turn his attention to bailding a line from San Antonio east, which will shorten the distance between New York and San Antonio, he states, two hundred miles. The organization of local passenger associations at Denver, Colorado Springs and Pueblo, Col., and at Lincoln, Neb., has been perfected, and the associations went into active operation yesterday. They are all subsidiary to the Western Passenger

On March 1 the Louisville Car-service Association will pass out of existence, and the Louisville Joint Weighing and Inspection Bureau is likely to share the same fate. The Louisville, Evansville & St. Louis, it is stated, refuses to bear its share

already obtained options on 10,100 acres of The Vandalia is working but three switchcoal land in the Grape Creek district, over- ing engines and crews by day, and but one at night. Until quite recently there were five employed by day and two by night. Employes in train service and in the yards of the Big Four are anxious as to the se-curity of their jobs. A color blindness examination is in progress and some have already been dismissed; others, it is said, are Four has given this matter any attention.

likely to be. This is the first time the Big The Toledo, St. Louis & Kansas City earned in the first week of February \$28,-612.50, an increase over February, 1895, of \$2,179.47. This increase does not indicate that the road is taking such an immense business out of St. Louis unless it be carrying it at very low rates which leaves but a small per cent. for the road after allowing its Eastern connections the per cent.

The board of managers of the Joint Trafhe Association has ruled that in territory under its jurisdiction no more than \$2.50 per car on oats and \$1.50 per car on other grain shall be allowed shippers for transfer charges; and further, the cost of transferring shall be prorated between the Western and Eastern lines which handle the business. The Western lines have already given notice of protest against any such arrange-

The Big Four, the Lake Shore and the New York Central have under contemplation making solid trains entire of the Knickerbocker express and the Southwestern limited between St. Louis and New York, painting the trains of one color and lettering them with the above titles, and the understanding is that the time between St. Louis and New York will be still further shortened with the taking effect of the spring time-table, at which time the through sleeping car between Indianapolis and New York will be restored.

Trains 20 and 21, the through fast express trains between New York and St. Louis over the Pennsylvania and the Vandalia lines, are now made up of new equipment The new vestibuled coaches of these trains are credited with being the finest passen-ger cars in service in this country, and the Pullman company has put on some of its best sleeping cars, making a very handsome train. It requires ten of these vestibuled coaches to make up the five through trains. They are painted Tuscan red, handsomely striped and lettered, are lighted with the Carburetter system, and have high backed seats, which are not cumbered with side arms. The windows open and shut by touching a spring. There are lavatories for men and for women. The cars are heated by steam, the aisles are carpeted and all the inside finish is of the most attractive design.

The trunk lines east from Chicago have under contemplation a move which is of more than ordinary interest to the traveling public, and which will, if adopted, be a direct blow to the ticket scalpers. It is well known that the unlimited ticket is the prey of the scalpers. East of Chleago there are now but two forms of ordinary first-class tickets, the limited and the unlimited. The former is good for only a certain number of days. The latter is sold at a higher rate and is good until used. It is now proposed to not only entirely abolish the unlimited form, but to restrict the use of the limited tickets to certain hours and specified trains. sissippi and Missouri river crossings of tickets to certain hours and specified trains. school No. 11 to-day, at 9 a. m. lines party to this committee, including For example, a through New York ticket The schools of district No. 10 will report sold in Chicago to-day would specify on its face that it must be used on a certain numbered train leaving Chicago at a certain school at No. 2 and Miss Dithmer's school

senger has to change cars en route, the ticket will be good only on the first connecting train. This for ticket is now used west-bound from New York, but has never

been introduced east-bound from Chicago. At the last meeting of the advisory committee of the Western immigrant clearing house the question was raised whether or not Mormon immigrants, who are generally second-cabin passengers, should be divided and dealt with as immigrants by the clearing house. No agreement could be reached by the meeting, and the question was referred to the chairman of the Western Passenger Association for ruling. He made that ruling yesterday, finding that this business could not be classed as immigrant business, and was, therefore, not subject to the rules of the clearing house. It was, however, subject to the Western passenger agreement.

George H. Daniels, general passenger of the New York Central, has an ample fund of humor, both of the dry and mellow kind. Some time ago, when pas-senger rates were in a greatly disturbed condition, he attended a meeting of the general passenger agents, called especially for the purpose of wooing harmony. The meeting lasted all of one day, and at its close the passenger agents filed out of the meeting room with sealed lips. Not a word would one of them utter. About an hour afterward a newspaper man, who was on pretty friendly terms with Mr. Daniels, met that gentleman at his hotel. "Well, did you fix things to-day?" said the newspaper man. "O, yes, we fixed things," replied Mr. Daniels. "Fixed everything, eh?" "Yes, fixed everything," responded the genial G. P. A. "Everything-except rates."

A WAY TO MAKE BREAD

MRS. EMMA P. EWING'S FIRST LEC-TURE AT THE PROPYLABUM.

The Baking Done in the Presence of the Audience-Points for House-

wives.

The west parlor of the Propylaeum was

crowded yesterday afternoon with ladies anxious to learn how to make bread after Mrs. Emma P. Ewing's methods. The lecture was the first of a series to be given under the auspices of the board of directors of the Propylaeum, who have for some time been anxious to give the public the benefit of free instructions in bread making, the foundation of all good cookery. As an introduction of Mrs. Ewing to the public and of the public to Mrs. Ewing's ways of cockfree. In front of the mantel, on a low platand white checked tea cloths. At 2:30, the hour for the lecture, the room was overflowing, and many stood in the hall and others filled the chairs. Mrs. Ewing with difficulty made her way to the platform, and when there leisurely unrolled a snowy apron, with a hem in one end through which a ribbon was run. The apron was gathwaist. Mrs. Ewing looks exactly as she did seven years ago when here, and is the best evidence of her own good cooking. When when she does anything it looks, oh, so plenty of yeast for her bread, and advised her class to use a whole cake of the compressed yeast in making up bread which requires a pint of wetting. This wetting may be all water, all milk, or, as she prefers, half and half. She took a bowl and put in some flour, and then the yeast, and then a "level spoon of salt." "I do not say a level spoonful of salt now, as I used to," she said, "for a woman in one city, when I said that, misunderstood me and thought I

her bread wouldn't even begin to rise." "When do you set your bread-night or morning?" said an interested spectator. "I am going to set it right now." At this there was a gurgle of laughter through the room. "But," continued the cook, "bread can be made in five hours. The best bread is never made over night." Mrs. Ewing tested the weight of a loaf she had made in the morning, which was ready to be put in the oven, and then told the class how to test it. The temperature of the bread is important. Mrs. Ewing took from the man-tel a glass thermometer and called it a "man's thermometer," because it is one that men always use when they cook "But," said she, "a woman has a mometer. When she wants to know if her dough is luke-warm, as it should be, she thrusts in her finger. There is an advantage in a woman's thermometer-it is always at hand." It took just a wee minute for the audience to appreciate the pun, for tney were dreadfully in earnest about the bread making, and were not on the lookout for pleasantries. As this mixing of the flour, yeast, milk, water and salt went on, Mrs. Ewing was dipping more flower from a side

said eleven, and she put that much in and

table and putting it into her bowl.
"What kind of flour do you think is the best?" asked a voice from the right. The cook did not answer immediately, but said that the better the flour, the better the bread and the less flour it will take. Then there was a little chapter on flours, winter and spring wheat, sifting and the like. Meanwhile time was passing and there was bread in the oven. The cook was rebrands of flour than there are good bread makers. The millers do their work better than the bread makers. Flour that will make good bread will make good pastry and

Mrs. Ewing told of grandmothers who had such poor yeast that they had to use a little yeast with flour, salt, etc., set it over night, and simply made so much more yeast. With good compressed yeast this is not necessary. "Potatoes," she said, "are an adulteration, and take away the sweet, nutty taste which bread should have. Food must have the best flavor that belongs to Mrs. Ewing showed the bread she had baked, and it was in twisted loaves, breadsticks, and in little, long, round loaves, They were browned to a nicety and the crusts were crisp. These were afterward broken into small pieces and passed for the ladies to taste, and they were found sweet, nutty and delicious.

Mrs. Ewing told a story of a hotel man

of this city who went to her when she was here seven years ago and told her he wanted a good, reliable, capable, intelligent woman, who knew her methods, to be chief cook in his hotel-a woman capable of managing others and of doing the marketing. To such a woman, recommended by Mrs. Ewing, he would pay \$1,500 a year and give her all the help she would need. Said Mrs. Ewing: "I have been looking for that woman for seven years. Women who are able to do that will not do it, for fear it will hurt their social position." A woman whom she wanted to take the position said she would rather work at something else for \$1,000. Salt-rising bread Mrs. Ewing characterizes as "a foul abomination." She said she had actually found out that people in this city pay more for salt-rising bread than they do for any other kind. She then told a story of a woman in Memphis who came to her a short time after a bread lesson and told her she had had a good trade in salt-rising bread, but that she had lost it all through Mrs. Ewing's bread lessons. Mrs. Ewing told her to come to the cooking lessons and she taught the woman to do her kind of bread making, and later the woman thanked her for it. The lesson to-day will be on eggs and omelettes, when Mrs. Ewing will show how to boil an egg to have it nutritious, and many other ways of cooking and serving eggs. Some ways in particular will be to use up yolks of eggs, which are so often wasted after making angel-food and other light cakes. She also offers to show how to cook eggs in any way a member of the class will ask and that she will cook just as many as possible in an hour and a half. Each day at 2:30 there will be lessons in different dishes, chafing dish, broiling, des-

serts, vegetables, meats and almost every-thing for the table. Accommodations for Pupils. Superintendent Goss, of the public schools,

has issued the following announcement con-

cerning schools in condemned buildings, the same to take effect this morning: The 8A, 8B and 7A schools of district No. 11 will meet at school No. 40, at 1 p. m. The 7B school, Miss Geary, teacher, will meet at the same time at school No. 3. These children will take their books from school No. 11 to-day, at 9 a. m.

LOUISVILLE MEN WON

NEXT MEET OF THE L. A. W. WILL BE HELD AT THE FALLS CITY.

Sterling Elliott Elected President of the Association-Cycler Charles M. Murphy Reinstated.

BALTIMORE, Md., Feb. 11.—All the slates which the league politicians have been fixing up with so much care for the past three days were smashed to bits to-day by the election of Sterling Elliott, of Massachusetts, as president of the League of American Wheelmen and the selection of Louisville as the place for holding the next annual meet. There is but little doubt that this result is attributable in a great extent to the exquisitely eloquent speech of Colonel Bowden, of the Louisville Commercial Club, who carried the convention off its feet when he presented the claims of the 'Falls City," and stampeded the delegates. There was great enthusiasm over the result of the presidential fight, but it was small compared to that which reigned at the headquarters of the Louisville contingent after the result of the scrimmage for the meet was known. The Toledo men, who had adjoining parlors at Rennert's, accepted their defeat with becoming grace and throwing open the folding doors which separated them from the Kentuckians, joined in the merri-

The racing board, at a session held late last night, decided to reinstate Charles M. Murphy, who has been under sentence of life suspension for alleged crockedness in throwing a race in St. Louis last summer. Titus and Cabanne, his associates in the matter, were not reinstated. The board was in session until 3 o'clock a. m. None of the testimony taken has been made public, but Snow Steam Pumps, Mill Supplies. it is known Titus made a statement which exonerates Murphy, but implicates Titus and Cabanne more deeply than ever, and that the sentence of indefinite suspension against them will stand.

The league convention was late in getting to work to-day and it was 11 o'clock before President Willison called the delegates to order. The morning session was devoted to hearing the reports of Passenger conductors John Andregg and form, was a gas stove, a table and two dentials and the executive committee, condition. The report of Secretary Bassett recommended a roll of honor to contain the names of all who were present at the league's initial meeting in Newport. The committee on rights and privileges reported that the protest against the election of Secretary-Treasurer Van Nort, of the Pennsylvania division, be dismissed, and the report was sustained. The membership committee reported a flourishing state of things. It has eceived fifteen protests and there have been right expulsions during the year. Consul I. B. Potter, of the committee on highway improvements, made a verbal report of the mittee's work.

The most important report was that of hairman Gideon, of the racing board. In it he said: "A confession just made has the ffect of removing the evidence against Tharles M. Murphy, who has, accordingly, been reinstated." This is in relation to the testimony of Fred J. Titus, taken last night. The report states that nine hundred suspensions were made last year, of which sixteen were permanent. In 1894 there were 250 Class B men; now there are 573. In the same year there were ninety professionals in the league; now there are 703. Professional rac-ing, the report asserts, has been clean and honest since the league assumed control of t. The report recommends that the records in the future be limited to one-quarter, onethird, one half and one mile. After hearing Chairman Gideon's report the convention adjourned until 2:30 p. m.

As soon as the convention reassembled the election of officers was taken up. Mr. Willison made an effort to have the election postponed and deferred business considered, but on a rising vote the convention, by 49 to 48, refused to agree. Mr. Willison then stated that he had a report to make which had an important bearing on the election of officers. On motion of Mr. Sterling the vote to proceed to election of officers was reconsidered, and Mr. Willison made a long report of the conference between the officers and members of the executive board of the L. A. W. and the board of trade of bicycle manufacturers on the question of catalogue advertising and other matters. He asserted that a bill of \$1,232.28 had been contracted in this connection by Consul Potter which he thought the convention should pass upon before proceeding with the election. Mr. Willison kept the floor until after 5 o'clock, greatly to the manifest annovance of many of the delegates. He asserted that charges had been made in this connection that he had neglected his duties as president. This he

ook occasion to deny. Delegate Richardson, from Maine, inter-upted the speaker to ask questions about Consul J. B. Potter's lawsuit against the league, which led to a protracted discus-sion of this subject, in which the president and Mr. Potter, together with several other delegates, took part. A motion was carried to receive the report and postpone its consideration. The convention then proceeded to ballot for officers. Consul Conway W. Sams nominated Archibald C. Willison in a eulogistic speech. Mr. Westlake, of Connecticut, seconded Mr. Willison's nomination. Spencer T. Williams, of Massachusetts, nominated Sterling Elliott and Consul Potter, of New York, seconded it. A ballot having been taken, it was announced that Sterling Elliott, of Massachusetts, had received 104 votes to 73 for Archibald C. Willison of Maryland Archibald C. Willison, of Maryland, the present incumbent.

The roster of officers was then completed by the unanimous election of the following ticket: First vice president, Charles F. Cossum, of New York; second vice president, A. S. Morrison, of Wiscon-sin; treasurer, E. H. Hartwell, of Colorado. Auditing committee, J. F. Adams, Massachusetts, chairman; J. J. Van Nort, of Pennsylvania, and G. A. McCarthy, of Coi-

The convention then took up the question of selecting a place for the "36 meet."
W. W. Watts and A. D. Bowden, president of the Louisville Commercial Club, made addresses presenting the claims of the Falls city for the honor. Judge James Austin, of Oswego, N. Y., in a brief speech presented the claims of Toledo. Hon, lames M. Brown, of Ohio, followed him in an address in favor of the same city. A ballot was taken by roll call, resulting in he selection of Louisville by a vote of 93 to 79. The convention then adjourned until o'clock to-morrow morning.

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Pacific Fire Insurance Company

On the 31st day of December, 1895. Located at No. 32 Pine street, New York city. GEORGE JEREMIAH, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.... Bonds and stocks owned by the company, bearing interest at the rate of 3% to 6 per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

COPY OF STATEMENT OF THE CONDITION

of the statement of the condition of the above-mentioned company, on the list day of December, 1835, as shown by theoriginal statement, and that the said or ginal statement is now on file in this office.

In testimony whereof, I hereumo subscribe my name and affix my official seal, this 3d day of [SEAL] February, 1896.

A. C. DAILY, Auditor of State.

Aetma Life Insurance Co'y

On the 31st day of December, 1895.

Located at 218 Main street, Hartford, Conn. The amount of its capital paid pis. 1,750,000 Losses and matured endowments adjusted and the Losses and matured endowments unadjusted .

Losses and endowments in sus, ense, waiting for further proof .

All other claims against the company .

Amount necessary to reinsure outstanding risks . The greatest amount in any one risk, \$35,000.

I, the under-igned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 3ist day of December, 1895, as shown by the original statement, and that the said original statement is now on file in this office. In testimony whereof, I hereunto subscribe my name and affix my official seal, this 1st day of a contract the seal of the contract of the cont

COPY OF STATEMENT OF THE CONDITION

OF THE

UNION MUTUAL LIFE INSURANCE COMPANY

On the 31st day of December, 1895. Located at No. 396 Congress street, Portland, Maine. FRED. E. RICHARDS, President. J. FRANK LANG, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

State of Indiana, Office of Auditor of State:

Cash in transit, Dec. 31, 1895 (since received)..... Real estate unincombered .. Real estate unincombered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed. 700.151.34 Loans on bonds and mortgages of real estate..... Debts otherwise secured.

Debts for premiums. All other claims against the company.

Amount necessary to reinsure outstanding risks—American experience, 4% per cent., estimated. The greatest amount in any one risk, \$35,000.

state of Indiana, Office of Auditor of State: I. the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 31st day of December, 1835, as shown by the original statement, and that the said original statement is now of the in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 3d day of SEAL.] February, 1856.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

BENEFIT LIFE INSURANCE COMPANY

On the 31st day of December, 1895. Located at No. 752 Broad street, Newark, N. J. . EDWARD L. DOBBINS, Secretary.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Sonds owned by the company, bearing interest at the rate of 3.65 to 8 per cent., as per schedule field, market value

Loans on bond- and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured—per. loans and loans on collateral bebts for premiums ...

LIABILITIES. Losses resisted and not due
Losses unadjusted.
Losses in suspense, waiting for further proof.
All other claims against the company.
Amount necessary to reinsure outstanding risks—Am. 4 per cent The greatest amount in any one risk, \$25,000.

rate of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the dist day of December, 1805, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] February, 1806. I hereunto subscribe my name and affix my official scal, this 3d day of A. C. DAILY, Auditor of State.

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